



## **Request for City Council Committee Action From the Department of Public Works**

**Date:** June 24, 2003  
**To:** Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee  
**Referral to:** Honorable Barbara Johnson, Chair Ways & Means/Budget Committee

**Subject:** **Hiawatha Light Rail Transit - Funding for Downtown Area Signal and Lighting Improvements**

### **Recommendation:**

Utilize funds remaining in the 2002 35<sup>th</sup>/36<sup>th</sup> Street Renovation project for downtown lighting and signal improvements related to the Hiawatha Light Rail Transit Project by:

1. Amendment of the 2003 Capital Improvement appropriation resolution for the PW – Transportation Capital Agency in the Permanent Improvement Fund by redesignating \$88,200 of net debt bonds (4100-943-9440 revenue source 3910) from the 2002 Street Renovation Program;
2. Request concurrence from the Board of Estimate and Taxation to redesignate the net debt bonds.

**Previous Directives:** None

**Prepared by:** Heidi Hamilton, P.E., Engineer III – LRT Project, 673-3439

**Approved by:**

---

Klara A. Fabry, P.E., Director of Public Works

**Presenters:** Heidi Hamilton, P.E., Engineer III – LRT Project

### **Financial Impact** (Check those that apply)

☐ No financial impact - or - Action is within current department budget.  
(If checked, go directly to Background/Supporting Information)

- ☒ Action requires an appropriation increase to the Capital Budget  
☐ Action requires an appropriation increase to the Operating Budget  
☒ Action provides increased revenue for appropriation increase  
☐ Action requires use of contingency or reserves  
☐ Other financial impact (Explain):

☒ Request provided to the Budget Office when provided to the Committee Coordinator

### **Background/Supporting Information:**

The purpose of this report is to secure funding to allow City forces to install and connect street lighting wire along 5<sup>th</sup> Street for the new streetlights that will be installed as part of the Hiawatha Light Rail Transit Project (LRT) and to purchase and install upgraded signal and lighting service cabinets for downtown as part of the Hiawatha LRT project.

During LRT design development, City staff learned that the LRT contractor was not planning, nor obligated, to install joint use poles for the entire length of 5<sup>th</sup> Street. The contractor planned to install overhead catenary system (OCS) poles to support the LRT electrical wires and leave the City's existing street lighting system in place. In locations where the OCS poles would conflict with an existing streetlight, a streetlight was going to be added to the OCS pole to form a joint use pole in place of the existing street light. This approach would create a very inconsistent look for the 5<sup>th</sup> Street corridor with some new poles, some old poles, and a variety of pole types and colors (or shades of "Minneapolis Brown"), with nearly twice the number of poles on the street as currently exist.

City staff and the Hiawatha Project Office recognized this as an unacceptable design for 5<sup>th</sup> Street and pursued the implementation of joint use poles (poles that support the LRT wires, streetlights, and traffic signals where possible) for the entire length of the downtown LRT corridor. This approach allows the elimination of numerous streetlight and traffic signal poles along this stretch. Through negotiation and compromise by HPO, the LRT contractor, and City staff, a resolution was achieved. The result of this resolution is that joint use poles will be installed along 5<sup>th</sup> Street between Park Avenue and 1<sup>st</sup> Avenue North. In locations where OCS poles will be located in the center of 5<sup>th</sup> Street or located on only one side of the street (due to underground conflicts such as areaways on the opposite side of the street), new street light poles will be installed that will be of similar shape and the same color as the joint use poles.

In order to achieve this resolution, City staff agreed to provide and pull wire through conduit installed by the LRT contractor, connect the street light wires within the base of the joint use and light poles, and connect the streetlights to the City's system. The cost of this work is estimated to be approximately \$56,000.

Contributions towards this resolution from HPO and/or the LRT contractor include purchase and installation of the luminaires, lighting mast arms, wiring within the poles, and streetlight poles that will be visually coordinated with the joint use poles.

During the development of equipment specifications for traffic signals and street lighting downtown, city staff learned that the LRT contractor was not planning, nor obligated, to install the City's current service cabinet models as part of the project. Service cabinets house the meter and junction point between Xcel's source power and the city signal and lighting system.

Since the time at which the project was bid, the City has updated the service cabinet specifications to comply with National Electric Code (NEC) requirements. Therefore, this new model of service cabinet was not part of the contract between HPO and their contractor. Although the contractor is obligated to comply with the National Electric Code, they are not obligated to use the City's new specification and HPO was unwilling to fund this change in City requirements beyond that required by code. Agreement was reached between City staff, HPO, and the contractor that the City would purchase approximately half of the required signal and lighting service cabinets for installation by the City, and the contractor will complete all other signal and lighting work and purchase and install all remaining signal and lighting service cabinets as specified by the City. The estimated cost of the City contribution to this resolution is \$32,200. We strongly recommend this resolution because it will result in signal and lighting service cabinets throughout the 5<sup>th</sup> Street corridor that meet current City standards for a fraction of the cost it would cost the City to have upgraded the service cabinets independent of the LRT project. We also believe it is a fair resolution to a debatable argument regarding whether or not the Project should be responsible for the full cost of the current service cabinet standards.

At the time both of these resolutions were reached on a staff level we planned to use the annual traffic maintenance funds to fund these expenses. However, due to reductions in

Transportation's 2003 maintenance budget, it is now necessary to designate alternate, capital funds to complete this work. Public Works has identified available net debt bond funds in the 2002 Street Renovation program that were previously budgeted for signal and lighting work on the 35<sup>th</sup>/36<sup>th</sup> Street Project. The unspent available appropriation in the 2002 Street Renovation Program is \$96,377 in the Transportation Capital Agency and the project is complete. The excess funds are available due to the less than expected disruption to existing underground facilities on this renovation project.

Therefore, our recommendation is to utilize funds remaining in the 2002 35<sup>th</sup>/36<sup>th</sup> Street Renovation project for downtown lighting and signal improvements related to the Hiawatha Light Rail Transit Project by:

1. Amendment of the 2003 Capital Improvement appropriation resolution for the PW – Transportation Capital Agency in the Permanent Improvement Fund by redesignating \$88,200 of net debt bonds (4100-943-9440 revenue source 3910) from the 2002 Street Renovation Program;
2. Request concurrence from the Board of Estimate and Taxation to redesignate the net debt bonds.

cc: Paul Ogren, Director of Engineering Services  
Jon Wertjes, Assistant Director of Transportation and Parking Services  
Steve Mosing, Traffic Engineer, 300 Border  
Lisa Cerney, 35<sup>th</sup>/36<sup>th</sup> Street Project Engineer  
Roger Simonson, Finance Department  
Jack Qvale, Board of Estimate and Taxation